50th Issue

5 Years

M&T NEWS

SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

Sheffield's Last Exposed Radiator Bus - 11th December 1968

SPECIAL SOUVENIR ISSUE
Including Pull-out Supplement

on Sheffield's Last Exposed Radiator Bus - 11/12/68

THE SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

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January 1969 No.50

Well,here it is at last - a tremendous amount of work has gone into producing this special issue,but all this could not have been achieved without the huge response to our appeal for articles - almost everything in this issue has been sent in by a different member.Thankyou again.

JUMBLE SALE - Just in time to report that the Jumble Sale held on 25th.January raised no less than £37! This will go a long way towards buying LRB 750,and we are very grateful to everyone who contributed to the sale,and all who helped on the day.

MODEL TROLLEYBUS SYSTEMS With the kind help of one of our southern members - Peter J.Blake,we have now managed to obtain a large number of model buses so that we can continue bulding our models in earnest.All who offered to help in painting these will be contacted in the next few days.

No.13 TOUR - We have just learnt that STD no.13 - by far the oldest bus in the fleet,is to be withdrawn on 17th.Feb. 1969,and a short tour using this,to some of the termini it knew so frequently,is to be held on Sunday 16th.February. Full details are enclosed,and We hope you will be able to come and join us.

SALES DEPT.NEWS The year has started well by the response of 3 members to our appeal for large used stamps;these are Paul Beardsley,David Tummon and John Harrison to whom we extend our thanks.But what of the rest of you? Surely someone sent you a Christmas Card!

Anyone who wants either
(a) a souvenir Bournemouth trolleybus booklet and/or
(b) a 'Leyland' (exposed) radiator badge
should contact me before February 21st.Unfortunately we are as yet unable to forecast the price of the Bournemouth trolley book (or timetable) as the Corporation has

not yet disclosed it (they are hoping to make bulk supplies to enthusiasts societies).The Leyland badges will be about 7/6d.The address for orders is:

66,Fraser Crescent,Sheffield S8 OJD.

Send NO money.

We still have a few 1966 Buses Annuals in mint condition - only 7/6d - orders to the Secretary's address please with money (+ 1/= post if outside Sheffield)

PRICES:- I am glad to say that at the moment there will be no increase in the prices of Society sales items.There is however a slight surcharge on orders under 4/6d - could you please add 3d towards postage on such orders.Otherwise normal orders (Not Annuals etc.) over 4/6d are post free.

A price DECREASE;owing to the above we are able to reduce 'Society' ball point pens to 6d (from 9d).

WORD OF WARNING:- If you're thinking about buying some Society photos,do so now - they may be subject to a price increase later on as our supplier has already completely absorbed 3 increases in processing costs.It should be noted that during this time the majority of photographic processors have increased the price of enprints by 2d or even 3d!

Eric Wilson.

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT (R.Banks,P.D.Fox,P.Hanwell, E.Wilson,P.Beardsley,D.E.Vickers,A.E.Barber,D.Tummon).

From Sunday 12/1/69 several stops in Central Bus Station have been transferred(this only affects routes using Platform 'E').Rte.77 is with rte.48,87 with 85,rte.8 has been placed in front of rte.31,and rte.90 uses the former rte.8 stop.This is presumably in anticipation of the new motorway services.

798 has been partially rebuilt at the rear following accident damage,whereas 804 has been given new mudguards, platform and stairs,and 815 and 818 have been overhauled and repainted.

Repaints(with blue wheels,dec u.w.) 117/86,348/56,520, 818,959/88,1353/4/92,3082(front only),3153/60.

Dec u.w. 173,363,751,1011

1022/4 have been fitted towards the rear with opening windows on both sides,along with 15(on longer windows)

Undercoat 349/63,894 (front only)

OMO Converts

1006/353/99. A periscope has been fitted to 1350

Standard circular adverts are now being fitted to the rear corners of Swifts.

Withdrawals

7/1/69 806; 9/1/69 809; 14/1/69 812; 16/1/69 813; 20/1/69 477; 21/1/69 814.

The remaining Regal IV,13,is to be withdrawn 17/2/69.

Disposals

K.Askin : 386-90/2-4,489,726-9/31-3
Auto-Spares(Bingley) Ltd : 725
Hartwood Finance : 724 T.Goodwin,Barnsley : 12
Pickersgill and Laverick,Cudworth : 735
R.Seeley : 391
R.Irvive(Tiger Coaches) Salsburgh : 488,853
R.Dodd and Sons,Dromara,County Down : 11/26

Not accounted for are 1776/80,2188/9/92.

Observations

3001 on 67 11/12/68,1284 on 9 12/12/68,1272 on 30 14/12/68, 1020 on 63,1028 on 61,3077 on 20/75 all 16/12/68,1017 on 20,170 on 17 17/12/68,18 on 82,3074 on 75 both 18/12/68, 1356 on 32 20/12/68,520 on 20 22/12/68,174 on 52 27/12/68, 127 on 23 24/12/68,354 on 88,1103 on 28,1026 on 27 all 27/12/68,1361 on 75 29/12/68,952 on 4 30/12/68,1284 on 38, 926 on 45 both 31/12/68,1018 on 35 3/1/69,137 on 51,3079 on 24 both 8/1/69

On 9/1/69 the o8.07 train from Sheffield to Leeds via Barnsley was replaced by 1010.This left at 0851 and was back by 10.00.

**The Editor has a list of vehicles used by STD in the service fleet,and if anyone would like a copy of this please will they contact me (R.Banks).

MUNICIPALITIES and NATIONAL BUS COMPANY. (R.Banks,E.Wilson, P.Beardsley, P.D.Fox, P.Hanwell, M.Luty, G.K.Butterwick)

BIRKENHEAD The transport department have fitted a new type of hooter alarms to the fleet to try and combat the increase in attacks on crews on late night services.Exact details of the alarm and the services on which it is to be used are secret.

ROTHERHAM Withdrawn are 101(11/68) ,121/2 (12/68)

A new welfare bus is FET 785E,a Bedford VAS1 6874382 and has a Plaxton C21F body.

199 was seen on rte.69 on 9/1/69.

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CHESTERFIELD Following the £1 pay rise the crews have accepted an extension of one man bus workings. From January 5th a further 14 single deckers will be converted. This has caused route changes and time table adjustments, and a full list is given below:

SERVICES TO BE O.M.O. OPERATED	TIME TABLE CHANGES
14 Apperknowle	No change
24 Vincent Crescent	This will be extended to Brampton terminus. The service will be reduced to an hourly frequency from 1833 hours.
26 Newbold(Dunston Est.)	No change
27 Highfield Est.	Revised Sunday timetable
28 Newbold(Racecourse Rd)	No change
29 Newbold Circular	No change
30 Highbury Circular	No change
31 Wythburn Road	No change
38 St.Augustine's	To be extended via Church St.South, Grangewood Road and Langer Lane to Langer Lane terminus.
39 Grangewood Estate	A revised timetable to be introduced including both 38 and 39 services.

Timetable changes will also be introduced on svcs.9 Spital Lane, 52, Langer Lane and 57 Temple Normanton.

Allmthe Guy Arabs have been officially withdrawn. Front entrance Weymann bodied Daimlers have started to appear regularly on routes 11/12/512. 301 has been repainted in a modified livery, the cream coming further down beneath the windows than usual. At the rear of the upper deck this extra 6" depth is continued around the rear of the bus in the form of a band.

On order are 10 Leyland Panther/Northern Counties B49D

STOCKPORT New are

86-91 MJA 886-91G Leyland PD3/14 ? East Lancs H70R in svc.

92-97 MJA 892-7G Leyland PD3/14 ? East Lancs H70F for one-man-operation, not as yet in service.

As the PTA is to be introduced on 1/4/69, and it is obvious that 100% one-man-operation is to be pursued with utmost speed, it is very probably that 86-91 will be withdrawn long before the end of their useful life, and see further service with other operators.

HALIFAX Ex. East Yorkshire MKH 81 has been acquired but for what purpose is uncertain.

LEEDS Withdrawn is 610
341 has been repainted in the new livery.

IPSWICH The first buses have been withdrawn and 4 of the 6 original 1950 Regent III's have been ousted by Atlanteans.

BRADFORD Full details of vehicles entering service are:-
286-300 LAK 286-300G Leyland PDR1/3 800144/5/955-7/81/2/1056-8/71-4/178 M.C.W. H74F
301-315 LAK 301-315G Leyland PD3A/12 702872/948/9/80/1/3033/133/4/299/300/414/501/2/69/70 Alexander H70F
316-35 LAK 316-35G Daimler CRG6LX 62870-89 Alexander H74F

The first Swift chassis at Marshalls has chassis no. MP2R267.

Two of the East Lancs bodied Regent III's,68/90,have recently been overhauled and only about 10 of this batch are still in service.A.. the ex.London RT's 401-25,have been withdrawn and are stored in Thornbury depot.

WEST RIDING Withdrawn are 728,913 (12/68)
893,which was de-roofed at Castleford by a low bridge is to be repaired.

WEST YORKSHIRE New are:
VR1-4 XWW 471-4G Bristol VRT ? ECW
VR5 XWW 959G Bristol VRT ? ECW
These are similar to the Mansfield District VRT DBW14,one of two surviving KSW6B's is still in all-day service.

HEBBLE One of the 1959 Plaxton C41F bodied Reliances was seen on driver training duties.

SHEFFIELD UNITED TOURS
A modern fleetname has been introduced.It measures about 15" long by 6" high and consists simply of the company's initial letters.On the side it is carried on the grey over the wheel arches and is in red.On the rear it is painted in red on the grey panel as on 312.
Withdrawn are 334/5.

MANSFIELD DISTRICT/MIDLAND GENERAL.
Mansfield Districts 267,553 have been transferred to Midland General.

TRENT Withdrawn are 44-7

COUNTY The vehicles acquired by Yorkshire Traction are to be painted red but will still bear a County fleetname.The vehicles have been renumbered in the Yorkshire Traction fleet and are as follows:

County No.	Yorkshire Traction no.
91-4	685-8
95/6	594/5

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County no	Yorkshire T. No.	County no.	Yorkshire T No.
97/8	596/7	101/2	389/90
103/4	391/2	105/6	745/6
107/8	394/3	109/10	395/6
111/2	397/8	113	598
114	399	115	599

MEXBOROUGH AND SWINTON Withdrawn are 22/4 (11/68)
Leopard 110 has been converted to OMO and was seen on rte.90 on 16/1/69.

YORKSHIRE TRACTION 336 received severe front end damage when it collided head-on with a lorry in Barnsley on 16/1/69.

YORKSHIRE WOOLLEN 436, one of the ex-Maidstone and District Reliances, has been withdrawn

DEVON GENERAL
All the new Atlanteans are in service 532/3/6-9 are working Exeter City service R and are the first Atlanteans allocated to Exeter area. 534/5/60 are working Torquay rte. 32(Chelston area) and 33. 541 is, as yet unlicenced. Of the Regent V's withdrawn this year 773-7/9 are still in Torquay depot yard awaiting collection.

The management are having Union trouble re conversion of some Torquay services to OMO (rtes 111/4/5/8). The fleet has no double-deck OMO's, but in the Torbay area, the following services are now operated by 41-seater OMO's:
18 Paignton - Greenway 56 Paignton-Shorton Valley - Torquay
63 Paignton - Marldon - Compton
500 Goodlington - Paignton - Preston (limited stop)
54 St.Marychurch - Castle Circus - Shiphay
82 (new service) Strand - Livermead (near Cockington)
126 STC works - St.Marychurch(works service)
46 Torquay - Exeter limited stop (worked with 49-seat luxury buses).

At the beginning of December the main bridge at Tiverton came back into use after 18 months reconstruction. As a result local services were rescheduled and a new route 100 was introduced.

SOUTHAMPTON New are:
116/8 OCR 160/2G Leyland PDR1/1 802204/304 East Lancs H76F

The chassis numbers of 111-5/7/9/20 are 802051/106/8/205/6/303/67/8. All are at Portswood depot and are fitted with periscopes and 111-5 are OMO from 12/68 using TIM machines.

Withdrawn are : 186-8/91-3,202 (21/10/68)
203-5 (31/10/68)

MIDLAND RED Several Fleetlines are now being one-manned on selected Stafford routes.

DONCASTER At last the Tiger Cubs have entered service. Prior to use on public service they operated colliery services - on the first day of normal service (15th.Jan) two change-overs were required.

INDEPENDENTS SECTION

Greyhound Recently acquired are :

FMO 947/9/50/6	Bristol LL6B	83.128/30/173/91	ECW B39F
FMO 972/4	Bristol KS6B	82.012/4	ECW L53R
CJB 253	Bristol LWL6B	85.167	ECW B39R

All ex.Thames Valley 565/7/8/74/90/2,615

TGJ 490	Beadle-Commer	?	Beadle C41F

Ex.Timpson 11/68

KRM 254 has recently been repainted.GRH 193 was at Surbiton Street for scrap in 12/68.

T.Severn,Dunscroft A new Roe bodied Atlantean has entered service.

Hulley Now withdrawn is 14.

NEW OPERATOR : T.Clifford,J.Thomas and K.W.Catherall t/a Catherall Bros.,73,Lodge Lane,Aston.

Catherall,Aston		FYJ 848	Bedford H4L29	114550
Plaxton	C29F	Ex.Starr,N.Anston 11/68		
Green Bus,Rugeley		EUH 751	AEC Regent III	9621E4982
Bruce	H59R	Ex.Cardiff 19 10/68		
		RFM 435	Bristol LD6B	100.095
ECW	H58R	Ex.Crosville DLB690 11/68		

EUH 751 has been acquired for spares only.

Riley,Rotherham		BET 530C	Bedford VAL14	1777
Duple	C52F	Sold		
Rowe,Cudworth		EHE 163	Leyland PSU1/13	511338
Roe	B43F	Withdrawn for scrapping		
Sharpe,Sheffield		YXD 11	AEC Reliance	2MU3RA2941
Duple	C41F	Ex.Davies,Sparkhill 11/68		
		HBE 510	Bristol LWL6B	85.006
ECW	C35F	Withdrawn 11/68		
Unity,Barugh		DHE 903	Austin	178142
B.B.C.S.	C29F	Sold 11/68		
		MHE 57	AEC Reliance	MU3RV1017
Duple	C41F	Sold 11/68		

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Whiteley,Maltby UEV 832 Bristol KSW5G 90.066
ECW L55R Sold 11/68

LONDON TRANSPORT (H.Woolford)

RT's took over from RTL's on the 125 route earlier in the month.RT's working on the route are RT810/965/1213/22/2205/406/68/923/4609/71. A full description of this route will follow in a later issue.

PROPOSED TAKE-OVER OF ROUTES BY SHEFFIELD TRANSPORT

It has just been announced that Sheffield Transport intend to approach three local independents with regard to taking over their stage services into Sheffield - it is thought that this will help reduce the possibility of the formation of a passenger transport authority in this area. Full details are uncertain,but it is thought that only the services themselves are sought,and not the concerns as a whole - it is also unlikely that any vehicles will change hands.The routes concerned are:

Booth and Fisher (Halfway)
Sheffield - Killamarsh(High Moor)
Sheffield - Dronfield Circular.
Perhaps the Beighton - Worksop service also.
A.C.Wigmore (Dinnington)
Sheffield - Dinnington
A.M.Foster(Dinnington)
Kiveton Park Station - Dinnington.

It is interesting to note that the only other independent operating into Sheffield - Phillipson,Goldthorpe has not been mentioned at all.Reports suggest that Foster's are willing to sell,Wigmore's and Booth and Fisher are reluctant but feel they will probably have to sell.This will come as a bitter blow to Booth and Fisher,who,only a few months ago lost their British Railways contract to East Midland.

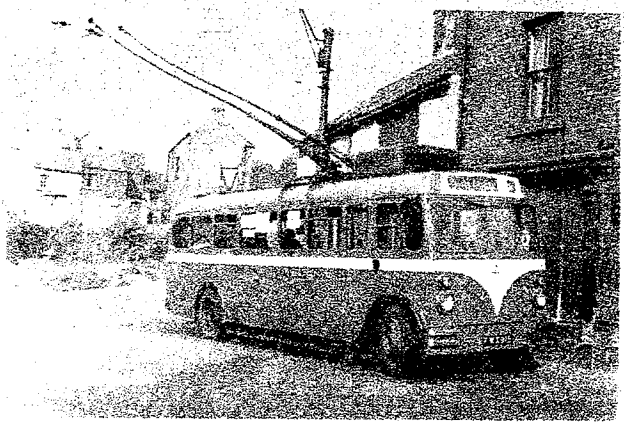
SEE S.O.E.S.I.

from page N10. one) were practically identical with the Mexborough Daimlers of 1915.The service was doomed not to last.Within a month the road collapsed causing a trolleybus to run into some buildings.The Llantrisant Council could not get a loan to repair or reconstruct the road.So in March 1915 the railless service was withdrawn and the buses stored. This was the second trolleybus system to be abandoned (Dundee being the 1st.1914) and both for the same reason "Roads".The buses were stored until 1920 when they reappeared in service with the Tees-Side Railless Traction Board.

The tell-tale Alexander/Regent V in the background identifies this as Sheffield - a visit to Central Bus Station by an Austrian touring coach.

Now withdrawn East Yorkshire 490 (JAT 458) stands at Hull on 22nd.May 1962 (See article by 'Titan')

Huddersfield trolley 493 (AVH 493) on tour on 4th.March 1962



Mexborough and Swinton Sunbeam 31 (FWX 915) at Conisborough Low terminus on 7th.May 1960

A spectacular dewirement in Rotherham, All Saints Square involving nos. 28 and 35 on 2nd.July 1960

THE SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

50 issues 5 years.

Far be it from me to ramble on here about all the activities and successes of our Society to date - these will have been followed closely by all members and friends who take our magazine regularly.However,we have now reached this important milestone in our history - who could have guessed when the first issue of our 'newssheet' appeared very poorly printed on a couple of sheets of lined paper,that our fiftieth would be such a colourful and interesting small magazine as this.

If I may just mention how the Society began - it was the brainchild of Jim Widdowson at High Storrs Grammar School,Sheffield in July 1964 - an advertisement in the September 1964 issue of 'Buses Illustrated' brought in 12 members,two of whom,Paul Fox and Malcolm Craig,are still with us.The first tour was held in November 1964,using, appropriately a Booth and Fisher Bedford OB to depots in the Barnsley area (some of the firms visited have since been acquired by Yorkshire Traction).By the middle of 1965 the Society had reached about 30 members,and continued at this level up to about a year ago,when,once Rotherham 37 was officially put under our ownership there was a rapid upsurge of interest,and many more members took an active interest.As more money came in the magazine improved,37 was repainted,231 bought etc. and the membership has now increased to 70,though now that even Sheffield Transport enquiries are telling enthusiasts of our existance,not a week goes by without a new member being enrolled.

So much for the Society - I'd like to finish by thanking everyone who has helped us since our formation - this includes all members,thinking especially of Robert Banks, without whom we'd still,some months,only have enough news for one sheet of paper,Paul Fox and Phillip Hanwell for their great contribution to the Model Trolleybus Sales - which really secured 231's future and Eric Wilson for control of the Sales Department.Outside the Society other people have also been very helpful including a number of operators - here I must mention general managers Mr.C.T. Humpidge and Mr.H.Taylor,both of whom have gladly offered help in difficulty despite apathy from most corporation office staffs.

Next month is edition 51,and we start on the way to the 100th. - here's hoping you'll still be with us then.

Dennis E.Vickers.Secretary.

The response to our appeal for articles has been really overwhelming - many members have written from whom we had not heard before,and the number and variety of articles for this souvenir issue is very great indeed.We have included at least one article by every contributor,though, in order to fit them all in,will have to continue some next time.

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Cover photo -

SHEFFIELD 216 - MOBILE CANTEEN MC62
by Phillip Hanwell

216 was the second of a batch of seven Tiger PS1's placed in service in 1947 and 1948.All were 'A' fleet vehicles,the first four having standard Weymann bodywork, and the other three bodies by Cawood - similar to those on the Weymann's.All were thirty-four seaters with a rear entrance and doors.

216,registration number JWB 416,has chassis number PS1 462095 and a Leyland E181 engine.It was delivered on 22nd.January 1947,and when new weighed 6 - 15 - 3.

216 entered service on 25th.January from Townhead Street working the usual single-deck routes to Manchester, Huddersfield as well as the Peak District services. Although repainted at the beginning of 1957 it was withdrawn at the end of that year for conversion into a mobile canteen.The work started on the conversion on New Years Day 1958 and was completed on 28th.February,exactly two months later.

The conversion was quite a difficult job involving removal of all but five seats,the fitting of a water tank, cupboards,sink,tea urn,and the removal of the luggage racks.The five remaining seats were placed at the rear of the bus,and small tables were built onto the side of the bodywork between the seats.All this work reduced the u.w. to 6 - 14 - 2. 216 was repainted in the service-fleet livery of blue bottom,cream top,and was given number M62. It was not until several years later that it became MC62.

Sister vehicle 218,was also converted to a canteen and numbered M64(later becoming MC64) and for ten years the two buses spent their time serving refreshments to the crews. Early in 1968 both buses were withdrawn and placed in store on East Bank Garage.

Interest was aroused after a similar vehicle(ex.no.97) was discovered as a caravan at Kimberworth.A letter was sent to Mr.Humpidge enquiring about the possible purchase of 216,which seemed to be in more original condition than 218,in fact 218 had been rebuilt at the rear end which detracted from its merits otherwise.

Mr.Humpidge very kindly agreed to sell the vehicle for a nominal sum,but at this time several members who believed that work on the bus would be too difficult suggested that the vehicle be turned down.However other members were not discouraged by these,and the bus was purchased jointly by David Tummon,Dennis Vickers and myself,and although not an official Society vehicle, several SOES members have been very busy working on it.

Mr.Humpidge very kindly agreed to let us keep the bus behind East Bank until we could find somewhere permanent to keep her,and by the beginning of December 1968 work had commenced on restoration.At the time of writing all the canteen fittings except the water tank have been removed,and several badly damaged interior panels taken off to disclose very good woodden framing.Outside the bodywork has suffered in places due to the fact that it is ten years since the bus had a repaint,and thus the exterior is to take prefernce for some little time.Mechanically the bus appears to be alright,apart from the fact that the starter motor was removed when it was withdrawn(a normal Sheffield Transport practice).If a starter motor can be acquired we hope to have the bus running this year.

I would like to tank Paul Fox,Stephen Hague,G.Ward, David Tummon,Christopher Hanwell,Ian Manning, and Paul Bain for their help so far,which,if continued,will lead to a very rosy future for 216.

OUR COVER PHOTO SHOWS 216 WHEN NEW IN 1947 - IT IS TO THIS CONDITION THAT SHE IS TO BE RESTORED.

PUBLIC TRANSPORT - BARROW-IN-FURNESS CORPORATION

reproduced by kind permission of the General Manager, Mr.D.L.Hyde.

Public Transport in Barrow-in-Furness dates back to 1887 when two horse buses began to carry passengers from the Ship Hotel on Barrow Island through the centre of the

town towards Furness Abbey,the service terminating at the Strawberry Hotel.The Department still holds a quarterly contract ticket issued for the sum of one ginea to a Mr. T.A.Mercer of Newbarns.This ticket,which expired on the 31st.January 1879,permitted travel between the Ship Hotel and Newbarns.

In 1884 work started on the construction of the Steam Tramway system.This was operated by a public company and the first route was opened on Saturday 11th.July 1885.A depot was built in Salthouse Road and it is recorded that the drivers worked an 11 hour day and received 32/6d per week.The steam trams were not profitable and in 1898 the company went into liquidation.Although the Corporation had the option to purchase the system,they did not exercise their right and the Steam Tramway System was taken over in 1899 by the British Electric Traction Company.This company gave a promise that an immediate improvement would be effected in the Steam Tramway System and that eventually the system would be converted to electric traction.The service given by the steam trams,however, continued to deteriorate,the track became badly worn and the locomotives and rolling stock were in a very badly dilapidated condition.De-railments were frequent and apparently on many occasions the locomotive had to make several attempts to negotiate the hills at East Mount and St.George's Square.

In May 1903 steam trams finally stopped running,the tracks were re-constructed,new electric rolling stock was purchased and the electrified tramway system was opened to the public on the 6th.February 1904.The new form of traction was very successful and the system was extended. It was,however,not without its difficulties.Rather complicated arrangements had to be made with regard to the overhead wires on Michaelson Road Bridge as the wires,poles and track had to be moved with the bridge each time it was opened,and to make a satisfactory electrical connection when the bridge closed.When the service was extended to Walney Island in 1909 consequent upon the building of the Walney Bridge in 1908 arrangements again had to be made to permit the overhead system to open with the bridge.There was always a great deal of trouble with the Walney Bridge overhead,this being a lift bridge

and the poles were bracketed on one side to support them when they were raised almost to horizontal position.The junction of the overhead was a problem and so frequently did the trolleys jump the wire that the crews used to "put on full power" and get up a good speed before entering the central span.Then the conductor would pull down the trolley rope,hold down the trolley until the centre section had been coasted clear and replace the trolley on the wire whilst the car was still in motion. A tale is told of how only one track across the bridge could be used when the overhead had broken down on the other side.A car coming from town started across the bridge and on the centre span met a car coming from the opposite direction on the same track.The crews held a short conference,all passengers were made to change cars and the two cars trundled back with new crews and passenger loads.

It is interesting to note the Timetable for 1917 stated that for security reasons tramcars on the Biggar Bank service would turn at Amphitrite Street during the hours of darkness.During the first World War,great demands were made on the tramway system and the condition of the cars and equipment started to deteriorate.To try to alleviate the position an increase in fares took place in April 1918.The single fare to Ulverston from Barrow in 1917 was 1/2d,and in 1967 it was 1/8d

In 1919 the Corporation exercised their powers to purchase the system.Application was made to the Board of Trade for consent for the Corporation to borrow money to put the tramway system into good working order.The Corporation took over official control on the 1st.April 1920.The tramway system continued under Corporation control until the 5th.April 1932 when the last trams were run,all services were then taken over by omnibuses.

In 1915 the first regular omnibus service was commenced by the British Electrical Traction Co. and provided a service from the Town Hall,Barrow to Dalton.In 1919 the British Electrical Traction Co. offered to sell the bus undertaking to Barrow Corporation,but the Corporation declined to accept the offer.The first Corporation bus was operated in 1923 when a service was inaugurated between Roose Tram Terminus and Rampside.In 1925 further buses were purchased for the Roose-Rampside service and from this

time onward the motor omnibus fleet continued to grow. In 1932 when the tramways were abandoned, the Corporation owned 34 omnibuses.

In 1936 the original tramcar depot in Salthouse Road had been outgrown and to keep pace with developments, a new garage with administrative offices was built in Hindpool Road.

During the war years, a number of vehicles were badly damaged due to enemy air action and in 1946 a new fleet of 70 8ft. wide vehicles was ordered. At that time 8ft. wide vehicles were something of a rarity as the Ministry of Transport had only just authorised the increase in maximum width dimensions. At that time doubt existed as to whether wider vehicles would be able to operate successfully and Barrow became one of the first Corporations in the country to operate this type of vehicle on all routes.

From 1932 onwards the number of passengers carried continued to increase. In 1932 the number carried was approximately 8½ millions, in 1948, the peak year the number was 27½ millions. Since that date, in common with all passenger transport undertakings, the demand for public transport has declined and the present number of passengers carried is 18 millions. Although this figure is still substantially up on pre-war days the Department is fully alive to the problem. In an endeavour to meet the situation, and to reduce costs, two services are now one-man-operated.

In addition to operating stage carriage services, the Transport Department is also able to hire omnibuses for private parties etc.

The wide streets and good roads in the town have been of great value to the Department. They have enabled the Corporation to purchase vehicles built to the maximum possible dimensions. The newest vehicles in service and those on order are 36' long x 8'2½" wide. These vehicles have a similar carrying capacity to double decks, but without the need to climb stairs, and they can also be operated on O.M.O. services.

The Transport Department also owns and operates a fleet

of 50 private cars, vans and lorries, and these are hired out to other Corporation Departments. In addition to maintaining the passenger transport fleet and pool fleet, the transport workshops also maintain vehicles belonging to other Corporation Departments.

In 1966, in association with Ribble Motor Services a newly built lost property and enquiry office was opened in Furness House at Schneider Square.

In all parts of the country public transport is experiencing great difficulties and the aim of Barrow Corporation Transport Department for the future continues to be the same as for the past, to provide a service for the public and to ensure its satisfactory operation.

AN EAST YORKSHIRE HOLIDAY by Titan

East Yorkshire Motor Services have an operating area covering Bridlington, Scarborough, Hull and Goole. The services to Scarborough are jointly operated with United Automobile Services who have the biggest foothold in this seaside town. This joint route is part of the long East Yorkshire Scarborough-Hull service, United operating only as far as Bridlington - the latter company also operates a different Bridlington-Scarbprough service the 124. United use rear and front entrance Lodekkas with an ancient KSB6 in the rush hours and duplicates in the form of MWG6's and odd RE's. East Yorkshire run a variety of Beverly Bar and semi-Beverly Bar vehicles, these being Roe bodied Regent V's, Willowbrook Regent V's (these are really excellent vehicles to ride on), Park Royal Bridgemasters, later models having front entrance and Park Royal Renowns with curious heating and air systems upstairs on the front bulkhead, and PDR's. There are no front engined Leyland buses in the fleet now though in Summer '67 PD2/12s full fronted (Yellow perils) were operating. (one is known preserved). Some of these wierd vehicles were kept at Bridlington (St. John's Road) and some at Driffield. One of the exposed radiator PD2/3's 541 (LAT 69) can still be seen as a Parcels Office at Westwood Bus Station. This is the starting point for the service 12 in Scarborough. There is only one independent operator in Scarborough - Hardwicks services owned by Wallace Arnold who run a route to Ebberston via Sawdon with two hansome PD3's. Wallace Arnold

provide duplicates using coaches - this service runs from Northway Bus Station.

Service 12 now runs via Cayton Bay and Gristhorpe to Filey. Filey has an interesting independent operator - Primrose Valley Coaches.These own 4 single-deckers - 3 Bedford and i Bristol,and run three routes - Reighton Gap to A165,Primrose Valley Caravan Camp to Filey(Circular) and Primrose Valley Camp to Primrose Valley Lane Ends where the concerns garage is.The bus will stop anywhere on request and an OMO system is used - the driver will come round the bus at stops with his ultimate machine.

We now follow the service 12 via Butlins,Reighton Vill.- Dotterel Inn and Speeton to Bridlington where the United vehicles and some of the East Yorkshire's turn at Promenade Bus Station.This is of a very bad design and is always congested.The route continues towards Hull via Carnaby,Burton Agnes(passing the famous hall),Driffield with its large traffic jams,and via Hutton Cranswick and Leconfield to Beverley.

Beverley is of course,famous for the Bar(labelled 10ft 9ins high) and there is little clearance for the specially shaped bus roofs,but the crews take it at a good speed.A few inches to one side and the roof would catch,and conductors have been known to play tricks on the drivers by scraping their ticket boxes along the upper deck floor as the bus passes underneath,making the worried driver believed he has hit the Bar.All the buses reverse onto the Market Place where a load of newspaper and a sack of potatoes may be loaded on.There is one independent operator in Beverley - Cherry Bus Service who run two services - Market Place to Grovehill via railway station and cherry tree lane ends and Market Place to Grovehill via causeway and Burden Road West.They operate a single deck fleet including an Austin 'potatoe wagon' and a Regal IV.

Route 12 now runs via Dunswell into Hull,Fernesway Bus Station which is shared by Kingston upon Hull Corp. and East Yorkshire many joint routes being operated.Hull is famous for its independent telephone system,and all the boxes are painted green instead of GPO red.

East Yorkshire is not one of the most exotic places, but really good for an enthusiasts holiday.

A SHORT VISIT TO ROTHERHAM
by P.Beardsley

On the evening of January 2nd I had little to do and thus I decided to venture to RotherhamI caught a bus almost immediately from Exchange Street on the joint 69 service, and with fast running on STD PD2 914 I was in Rotherham by 5.45 p.m.

As I alighted from 914 I caught sight of one of the RCT Bristols.It was pleasing to know that some were still in service.However,much to my disgust it sped off in the direction of the depot,but I still had hopes of travelling on one as they are used on the Templeborough(70) route.I headed towards the Templeborough stop,but on my way passed another Bristol 198 on route 16 to Thorpe Cross Roads.

I couldn't miss this opportunity and so boarded 198 and made my way upstairs.By the time the crew arrived 198 was almost loaded to capacity,but in my opinion it performed very well.On level and down grade parts of the route fast running was maintained and on the uphill 198 showed its capabilities admirably.The bodywork was still substantial and not a rattle was to be heard.At the terminus I remained in my seat to return to the town centre and after a short layover 198 set off again.I had the upper deck to myself all the way,not even the conductress came up,no doubt assuming there was no-one upstairs,and she seemed rather surprised when I appeared from the upper deck on arrival in the town centre.

I decided that it was time to go down to the depot and so headed for the bus station where I boarded one of Mexborough and Swinton's new Fleetlines on route 8.The bodywork appeared to be different to that on the last batch and I can't say I was particularly thrilled with it.I alighted at the R.C.T. depot and proceeded to the regulators office,only to almost meet a Bristol just coming through the wash.

A chat with the mechanic who appeared tobe in charge revealed that some of the Bristols had recently been withdrawn,even the two single-decks one of which had been sold already,but I was given permission to look round. Vehicles in the new livery seemed to be in the majority, and I was rather startled when I noticed one of the Bristols at the top of the depot in the new livery.On closer examination I discovered it to be 105,the new D.I.V.,but even so it looked really great with its shining paintwork.I must admit

I didn't think one of the Bristols or Crossleys would see another repaint.

From there I headed towards the yard containing the withdrawn vehicles.The first vehicle I noticed was 202,one of the Bristols.At first sight it seemed to be in good condition,but on having a closer look the engine and all the front panels were missing.I switched on my torch and cautiously made my way to the rear of the vehicle,knowing there was a river back there somewhere.The platform contained the radiator and gearbox and several other smaller engine parts.Most of the seats had been removed.

The next vehicle I examined was 214,one of the Crossleys. Both the upper and lower decks were packed tight with seat frames and cushions.At the side of 214 was the remaining single-deck Bristol,121.This appeared to be in as withdrawn condition.Next in line came the old D.I.V.,BET 515.

I didn't really know what to think of the next vehicle. It was one which I had never seen before and could probably be described as a double-deck lorry! On closer examination I discovered it to be a Bedford lorry of some sort with a second body on top of its own.A ladder was provided just behind the driving cab and so I decided to investigate the 'top deck'.All it contained was a few seats.The next vehicle in line was a towing vehicle of some description,and that's all I can say about it.The only other two vehicles in the yard were the old ash lorry,BET 354,and bus 103 which was in a similar state to 202.

From the yard I ventured to the workshops at the side of the old trolleybus depot.The contents were the AEC Matador towing vehicle,which had just been rebodied,an old Austin tower wagon which was licenced until September 1967,and two buses 90 and 138,both under heavy repair.From there I entered the old trolleybus depot and examined the Bristols which were still in service.Most were only licenced to December 1968 but the PSV licences were in order to about Sept.1969. I think that most will be relicenced as the new Fleetlines are not yet expected.The remaining vehicles are:-

BRISTOL 102,112-114,197-201 CROSSLEY 210-213

After a most interesting evening I returned home using Mexborough and Swinton number 5 and R.C.T. 72.Quite a comparison to vehicles on the outward journey.Might I say that if you are interested in old vehicles Rotherham is well worth a visit in the near future.

T.293

or TRAINING A TRAM CONDUCTRESS

memoirs collected by K.Billingham

My few months experience as a conductress on the trams began with a medical examination followed by a short exam in arithmatic.Then back to school for a week to learn all the preliminaries on being an efficient conductor or conductress.One of the questions asked was what you would do if a small child boarded the tram and was found to have no money to pay his fare.Various answers were given.One said he would hand the child over to the first policeman and was soon put in his place.Obviously that wasn't the answer.Another said she would put the child off at the next stop and was quickly reprimanded for this.I came up with the bright suggestion of giving the child a ticket and pay the fare myself.The answer I received was that I would soon become a very popular conductress with all the children in Sheffield,but would soon be working for very little,if any, wages.I wonder what answers you would have given to this question.The explanation we received will be given in a future episode of my story.

As for the medical examination,I was soon to learn that weight and height of which I had neither would have been very useful.Part of our training consisted of being able to change the trolley from the top of the tram to the overhead wires,and to change wires.To do this we were given a pole about 10ft.long with a hook on the end.This hook had to be manouvered into a loop on the top of the trolley,then run round the tram hanging onto the pole, trolley and all,and fix it onto the wire at the opposite end of the tram.To assist my lack of height and weight,the day I was included in this trial there was a gale force wind blowing.I still don't know to this day how I managed not to finish up sprawled along the top of the tram,pole and all.As it was I managed to hang on and was only lifted about 3 feet in the air.

The same day as the pole attack,we also had to learn how to stop the tram in case of the driver fainting or having a heart attack while the tram was in motion.We had to take tuens at being the conductor collecting fares from the rest of the trainees and while collecting them upstairs a signal was called out for the supposed heart attack. Stopping the tram had to be done in the shortest possible

time,needless to say quite a number in their eagerness to do the job well,finished up by sliding down quite a number of the stairs on their rear quarters.

(To be continued

BOOK REVIEW by Monocoach

BLACKPOOL BY TRAM - G.S.Palmer and B.R.Turner 8¼" x 11" 100pp 64 photos inc. 1 colour 22 drawings, 10 maps 35/= 88,Rivington Ave.,Blackpool,Lancs.

This book forms an excellent companion to G.S.Palmer's 'By Tram to the Tower' of a few years ago.It is not so much a history,but 10 chapters on specific topics of interest including the steam 'Sands Express',a funeral by tram,Standard Class,wartime and post-war developments. Especially interesting,as much is previously untouched information,is the article on "How it all Began".The photographs are excellent throughout and accompanied by no less than 32 maps and line drawings of the trams.The latter are some of the best I have seen and have been produced,in the main,specifically for this volume. Incidentally most drawings are 4mm to the foot scale,and as such are just right for many modellers.

The book finishes with appendices giving details of all trams owned and of the current fleet which stands at 108 passenger,6 decorated and 5 works cars as opposed to 165 passenger,4 decorated and 8 works cars in 1961.A first class book;if you know nothing about Blackpool trams buy this book and find out,and if you know a fair amount,buy it and expand your knowledge.One small mistake,however,as Standard 158 has been taken to Crich for spares only.

THE CLOSED TRAMWAYS OF THE ISLE OF MAN

by D.Tummon

1.DOUGLAS HEAD MARINE DRIVE

Construction began on 30/12/1895 by the Douglas Southern Electric Tramways Limited running from Douglas Head along a new,privately-owned road to a point above Port Soderick harbour.The depot was situated at Little Ness on the cliffs,and the crew had to walk to depot if they were on the first turn of duty of the day,the depot being about halfway along.A generating plant was also

installed here.Later cliff lifts were built at both termini to connect the tramway with the shore.It had been intended to extend the tramway from Douglas Head to the swing bridge in Douglas Harbour,only 300 yards from the horse trams.Engineering difficulties included the provision of 3 trestle bridges,but the tramway eventually opened in July 1896,although the extension at Douglas fell through.

The tramway was 4' 8½" gauge,the only standard gauge line on the island.It was single track with 10 passing loops and a 4-road depot facing Douglas.Despite single-track,the overhead wire was double the whole length, strung from side bracket arms.

The rolling stock consisted of 8 open top trams and 8 trailers of almost identical bodily appearance.These were open top,with garden seats and a cross-bench lower-deck. Both staircases faced to landward and a wooden bar prevented exit from the lower deck to seaward.

No.	Truck	Equip	Body	Seats	Built
1-6	Lord Baltimore	Westinghouse	Brush	75	1896
7-8	Lord Baltimore	General Electric	Brush	75	1896
9-12	Lord Baltimore	(trailers)	Brush	75	1896
13-5	Brush Trunion	(trailers)	Brush	75	1896
16	Brush Trunion	(Trailer)	Brush	76	1897

nos.7 and 8 were delivered as trailers.Nos.3 and 11 changed nos.and trucks after a collision in 1909.

On 3/4/1926 the tramway was taken over by the owners of the Douglas Head Marine Drive,along which it ran,and was renamed the Douglas Head Marine Drive Tramway Ltd. During the Second War,the Royal Navy took over the Marine Drive and operation ceased on 15/9/39.No reopening took place,and the road was not reopened until recently when Douglas Corporation bought it.The service is now operated by buses.

One tram,no.1 was eventually obtained by the L.R.T.L. and the rest fell into the sea.No.1 is at present at Clapham.

2. DOUGLAS CABLE TRAMWAY

A report advocating this,the only other closed tramline on the island,was given by the town surveyor,T.G.Taylor,in July 1864.Only two methods of propulsion were put forward

as advisable - electricity(from overhead wires) and cable traction.This report really was in favour of cable traction, pointing out the faults of electricity as compared to cable(e.g.overhead unsightly,conduit too expensive,too hilly for accumulaters).The intention was to serve the upper portion of Douglas to prevent deterioration in value. It was always intended to sell,after construction,to the Isle of Man Electric Tramways Co.Ltd,which also owned the horse trams.Eventually Alexander Bruce extended his lease of the horse tramway and the cable tramway was constructed "as an extension" of this.

On 27/8/1896 the route opened,running from Broadway(nr. the horse tram line) - Ballaquayle Rd.-York Rd.-Woodbourne Rd.-Bucks Rd.-Prospect Hill-(foot of)Victoria Hill.This terminus was only 100 yds.from the horse tram terminus and Victoria Pier Terminal.There were originally 8 crossbench and 5 enclosed bogie cars.The corporation took over in January 1902 from the receiver who had taken over in 1900 after Bruce's bank failed,for £50,000.Between 1906-14,4 more cars were bought.Also the tramway down Broadway was curtailed to Stavely View from the foot of the hill.As the cable line was working at a loss,it was replaced by new cheaper buses,after 19/8/29.

The depot and works at York Road are still used for buses,and visible remains of the cable tramway are at least two bogies in the forecourt and track in the road outside.

Cable Stock

71-8	cross-bench	built 1896	77/8 converted to		
79-82	saloons	built 1896		enclosed later.	
83-6	saloons	built 1901+			
87	cross-bench	after 1901 (possible 3 others)			

Not a closed tramway,but probably of much interest as cross-breeds to rail,tram and bus enthusiasts alike are the two rail-buses (ex.Co.Donegal,Eire) of the I.O.M.Railway. These are on Walker Bros.(Wigan) bogies and Great Northern Railway bodies,articulated and running back-to-back as they are single-ended.Numbered 19 and 20 ,the bodies are very bus-ish,and they are based on Port Erin.

PRESERVATION IN MANCHESTER AND DISTRICT

by G.K.Butterwick

Readers not resident near Manchester,and that includes most of you,may not be aware of the number of preserved buses now kept in or near Manchester;nor indeed was I until I checked up on it.

Until about 5 years ago,there were practically no buses preserved in the area,except for Manchester Corporation's famous horse-bus.Now the number of preserved buses in the area is into double-figures and growing ever faster.

Formost amongst the owners of preserved buses in the area,probably more to their surprise than most,is the Manchester Motorbus Preservation Society who own four vehicles;although they only started atvthe beginning of 1968.Their buses are:-

Manchester 138,a Leyland Tiger TS2 of 1929 with a Crossley B32RP body open platform,like on a double-decker.This was a clothing store with MCTD,no.A79 for many years,and is now undergoing extensive renovation at Denton.

Manchester 3095,a Leyland Titan PD1/3 of 1947 with Metro-Cammell H58R body.

Blackburn 7,a Leyland Tiger PS1 of 1947 ,with Crossley B32F body ,and finally

Western SMT K13 GK 434,a 1928 Leyland Tiger TS2 with a tower wagon body,although the tower has sadly been removed owing to garaging difficulties.This was originally a coach with a famous London coach operator,City Coaches,I think, until they were taken over by London Transport.

The remaining Societies and people only own one vehicle each,although several have plans afoot for more in the near future.They are as follows:-

BAL 610 group,who own obviously BAL 610,a 1936 Leyland Tiger TS7 with a 1949 Willowbrook B35R body,originally with East Midland,who may once have run it into Sheffield, and latterly with Hales Trent Cakes as a staff bus.This is at present undergoing extensive renovation at Rochdale from whence we hope it will emerge,in the not too distant future, in East Midlands old chrome yellow and chocolate livery.

Also in Rochdale,though not owned by the BAL 610 group,is ex.North Western 432 - AJA 152,a 1939 Bristol K5G with a 1951 Willowbrook L53R body,one of a type which gave 26 years service with their original operator.

The Crossley Omnibus Society,as their name suggests, specialise in Crossley vehicles.At present only one is owned,but plans are afoot for more to be added shortly.

Their vehicle is ex-Oldham Corporation 368 - FBU 896,a 1951 Crossley DD42/8 with Crossley H56R body,kept at Oldham. At Matlock,Mike Goodwin has another ex-North Western Bristol,this being 364,AJA 111,a 1939 L5G with a 1950 Burlingham body.This has been seen at many rallies,latterly at Crich.
Also we have the Stockport Tiger Society,who have ex-Stockport Corporation 185 JA 7585,a 1936 Leyland Tiger TS7 with English Electric B35C body,used from 1959-69 by Stockport Welfare Dept.
Finally,Stockport Corporation themselves have preserved their no.321 EDB 575,a 1951 Crossley DD42/7 with Crossley H56R bodywork.

COLLECTING TICKETS IN SHEFFIELD'S CENTRAL BUS STATION
by B.Ward

Anyone who collects bus tickets,like myself,finds that an ideal spot for this is the Central Bus Station in Pond Street,Sheffield.Alongside Sheffield Transport,who use three forms of ticket - the Ultimate,Setright and TIM, as well as the more unusual 'Bell Punch' Exchange,and A. & C. Wigmore of Dinnington,who employ Bellgraphic tickets on their one service,Yorkshire Traction TIM's,Yorkshire Woollen Setrights,Mexborough and Swinton's setrights West Riding TIM's,North Western Setrights along with the ultimates from Rotherham and Doncaster are to be found on platform 'E',and on weekdays the ocassional bus from Huddersfield and Halifax Corporations will appear on the joint 68 and X68 services.East Midland setrights may be obtained from their own platform 'F',and also on the joint services with Chesterfield Corporation,who use ultimates on their five routes into the bus station.Sometimes tickets from out of town e.g. Leeds and Bradford Corporations,are carried in on our buses.

When all the different companies tickets have been obtained,new sources for gaining them have to be found. Some people who go away on holiday,sometimes abroad,can be persuaded to save their tickets,or another way is to write to different concerns e.g. London Transport or Bournemouth Corporation for a sample - most firms will oblige if a stamp-addressed envelope is enclosed.

Collectors,who have in their possession old or unused tickets may be willing to give,sell or exchange them for

those obtained locally.

Collecting bus tickets is a very interesting hobby and an ideal pastime giving much enjoyment watching your collection grow.

MODEL BUS FEDERATION by R.Heathcote

The MBF was fromed in March 1968 and is still a movice in the field of nationwide Societies but we have had a certain amount of unexpected success.When wexstarted,we knew that there was a barrier impeding us,that being the distrust attributed to such a Society due to the apparent failure of the earlier model bus clubs.To help overcome this, we opened a club bank account and informed prospective members that a copy of the club's finances would be distributed at the end of the financial year.This seemed to quell the inhibitions and members flocked in and after some seven or eight months,we had reached the undreamed membership total of 146.Of these,two are from the USA,one from Canada and one from Japan.This goes to show how widespread the field of model buses is and how necessary it was for a Society such as the MBF to be formed.

We contacted Mr.J.V.Short shortly after the formation of the Society and he has helped us no end,especially by the fact that we can distribute his transfers through the MBF at a reduction of 25%.This was the first of our offers and since them we have started a very ambitious project.We found most of the model manufacturers very unco-operative as regards model buses,so we decided to start producing some of our own.

The first project we are organising is the Alexander 'Y'-type coach produced in 4mm scale.It is a metal model produced in simple kit form,including windows,seats as well as the body structure and chassis assemble.The body has been scaled down from the original plans and the prototype model has been constructed by "Anbrico Scale Models Ltd." and has already been sent off to be cast.It is an extremely well detailed model and proves an excellent addition to anyone's fleet.The cost of the model is 30/= plus 2/= for postage and packing,and although this may seem a little expensive,it isn't really because we are only having 250 made where the larger manufactorers have thousands done at once,but we haven't yet gained such a large market as to compete with their prices.

We have plans to build next the Bristol RELL bus with ECW bodywork and following that oup with the Bristol FLF - ECW bus.

Full details of these models,and also details of the Model Bus Federation can be obtained from the MBF Secretary, 649,Huddersfield Road,Wyke,Bradford.

(Note from our Secretary - With the onset of the Model Bus Federation into the model bus market,I have informed Mr.Heathcote that,to avoid any possible future ill-feeling through unneccessary competition we will continue to concentrate on the model trolleybus lines,and not encroach onto the production of model motorbuses - similarly the MBF have no plans for production of model trolleybuses - D.E.Vickers)

ANOTHER BOOK REVIEW - by Monocoach

ISLE OF MAN TRAMWAYS ALBUM 8¼" x 11" pp52 Douglas Cable Car Group - Hadfield Print Services - available from the TMS Sales Dept., 3 Oak Tree Lane,Mansfield.

This book deals in turn with the Manx tramways,consisting of mainly historical photos of the systems and brief,but accurate histories.There are some mistakes,but these are noted on p.52.Some of the photos,especially of Douglas, tend to be somewhat divorced from the theme,but these are balanced by some extremely good more modern photos.The publication finishes with two interesting plans of Douglas Head and M.E.R. cars,a miscellaneous montage of limited interest,horse tram trackwork diagram,and island map. Quite a good historical supplemnnt to the Isle of Man Album.

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50 issues 5 years

THE SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

NORTHERN TROLLEYBUSES

"NO, I'M NOT A DIESEL !!

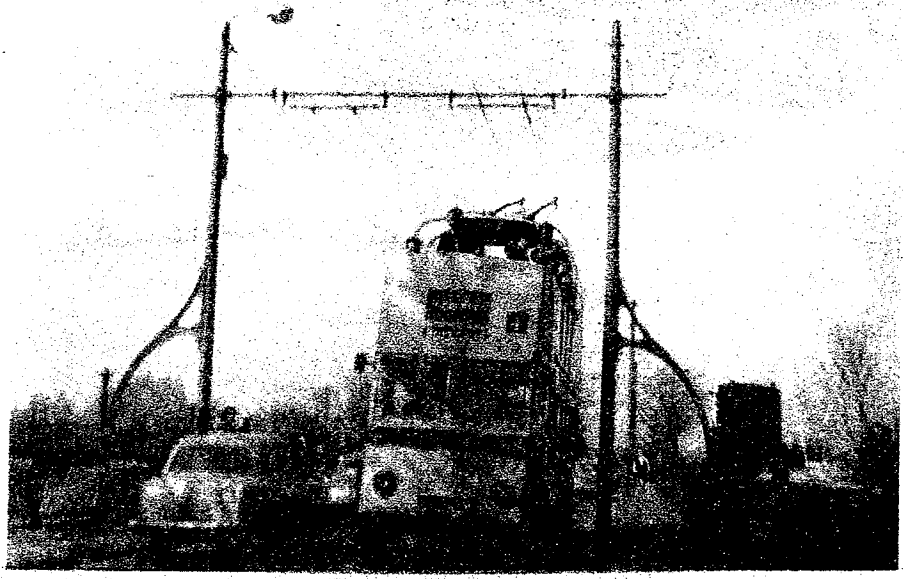
by R. Fenn

It was a dark,foggy,November evening in 1938.I was standing at Surbiton with an aunt waiting for a bus.We had travelled down from Sheffield where I had said a very reluctant farewell to the Titans and to 31 (CWA631) the newly appointed Regent that had brought us to the Midland Station from Richmond on the 32. "See you one day",I said as I tapped the Clayton Heater on leaving and then waited on the pavement to hear the musical "Tung-Tung" of the air operated bell,and the hollow back chat of the exhaust accompanied by the usualclowd of pale blue smoke and bits of red fire.London was such a vast place compared with Sheffield,and the buses had letters as well as numbers which made them far too complicated at that stage.However, the trolleybuses had not,and as these formed the back bone of our local transport,I was quickly attracted to them. I was awakened from my reverie by a light appearing out of the gloom,the "bus" had arrived,I tried in vain to see what sort it was,but the radiator was unudentifiable.At least it was a six-wheeler which would make it a Titanic or a Renown.We climbed aboard,took our seats,the bell rang,but instead of the familiar growl,the lights went down and a voice from inside the front bulkhead where the controller was mounted clicked angrily back at me: "No, I'm not a diesel.I'm a 'Diddler' and I've diddled you." The next day when the fog had cleared I was allowed to the top of the road to see the strange monsters in daylight.They looked quite incongruous with their dummy radiators,single headlamp and a pair of sticks stuck on top.

At that time Fulwell's allocation was the 60 Diddlers of the AL and the A2 classes,the 3 experimentals 61,62 and 63,Cls numbered from 161 to 183,and the twin front axle Leyland X7 number 1671.As there was an awkward turning in from Eden Street to St. James Road,Kingston,our routes - the 601,602,603 were almost always operated by the Diddlers,whilst the Cls took care of the 604,605,667 together with the remaining Diddlers and the experimentals.On a Saturday no less than 33 duties were employed on

the Surbiton routes.Only occasionally would a C1 venture up to Tolworth and then usually as far as the Red Lion on a Saturday duty.
The Diddlers were certainly individualists in spite of there being 60 of them,and it was often easy to tell which one you were travelling on or which was approaching by the various tell-tale sounds.There were different ~~body~~ bonnet rattles,growling motors,frame creaks and the rest, but as soon as the driver of 26 put the brakes on,you knew for certain.Even when she had been through workshops the squeak seemed to return again louder than before,and 42 was a good second; and who put that air vent on the off-side above 16's staircase, and who painted 14's front registration number as XH4305 when the glass box at the rear showed plainly HX4305.It was like that for over a week after overhaul - Fulwell had obviously been doing up some FXHs from the East End.
Downstairs the ride was comfortable,if noisy,The double bucket seats were extremely comfortable,but the incessant chatter of the controller and the commen smell of rubber were less pleasant,A ride on the long seats over the wheel arches was far less pleasant with the dingy view of the staircase wall,the side sway caused by acceleration and braking,plus the army of feet constantly treading on your toes.How we welcomed the extra 6 inches on the Q1s.
The staircases on all but number 60 were straight and lead up from the large square platform which would house a small suite of furniture - 60 was a favourite on account of her little gallery at the top of the stairs plus the fact that she had a bell-push under the stairs which I could reach as a small child.Upstairs riding was a little more creaky but fairly quiet until the sticks came off, then you had to decide between gun fire,bombs or just sticks.The small rounded fron windows were a novalty, but foot room was limited by the bungling blind box.A rare treat was to turn the blind for amply proportioned conductress who dare not bend down that far when the opposite front seat was occupied.The rear of the upper deck was much more unorthadox,there being a large bench seat across the back,round the near-side,and facing part way up the staircase well.I believe it seated 8 people, and was very comminial in the rush hour.latterly when maintenance was limited,it was possible to manover a small

One of the large London trolleybus fleet at Wembley in November 1959, on the last day of Service no.662 (R.Fenn



Preserved Bournemouth open-top trolleybus 202 passing over Tuckton Bridge on a recent tour of the system (H.Wallford

The imminent probable take-over of Booth and Fisher's services by Sheffield Transport will mean the disappearance of this interesting firm from local streets. OB KXW 635 is seen here at Worksop on 17th.Feb.1962

Rotherham Bristol 183(see article) alongside trolleybus 8 in All Saints Square on 12th.March 1961

Last tram day at Leeds - 7th.Nov. 1959.Car 165 at Temple Newsome.

hand behind the seat squab and turn the top roller on the side indicator blind. Our record was to turn a 601 into a 604, but one day an inspector spotted a moving blind and we had to walk home. The back window was divided and the near-side half slid in front of the off-side enabling trolley repairs to be done while sitting out. On most of the vehicles the rachet and backstop were broken and it would have been possible to have disposed of one's enemy through the large hole in the back of the bus down to the street below. I lost my school cap this way but that was more joy than sorrow. Two bell-pushes were placed upstairs, one at the top of the stairs, the other above the rear end of the stairs well below which was a platform mirror. The platform bell was on the rear wall high up, there was one at the end of the staircase in the saloon and one on the near-side window frame near the front. These were later replaced by a bell rope over the transverse seats. Front and side blinds were identical and showed the number plus a three line display e.g. 601 TOLWORTH via Teddington and Kingston. Shorts such as Kingston showed no number. The arrangement as far as I remember was 601-3, then Fulwell Depot, Kingston, Surbiton Station, followed by 604 and 605 and 667, with Twickenham and Brentford as shorts.

continued next month.

DONCASTER TROLLEYBUSES

continued from last month. By P. Beardsley

New 1928

1-4	DT821-4	Garrett-B.T.H.	three-axle		Roe	H32/28R
5	DT1099	Karrier	E6-Clough-B.T.H.		Roe	H32/28R
6	DT1118	"	"	"	"	"	"
7	DT1143	"	"	"	"	"	"
8	DT1146	"	"	"	"	"	"
9	DT1193	"	"	"	"	"	"
10	DT1206	"	"	"	"	"	"

withdrawn 1935 2-4 1936 1 1937 6 1938 5,7,10 1939 8,9

notes 4 was the first trolleybus to enter service with the corporation.
8 was demonstrated to Nottingham Corporation and Mexborough & Swinton in 1929.

chassis No. 385-8, 54004/3/5/6/2/1

New 1929

11-16	DT1745-50	Karrier	E6-Clough-B.T.H.	Roe	H32/28R

N4
withdrawn 1939 11-13,15 1943 14 1945 16
chassis No 54009/7/8/12/10/11

New 1930
17-18 DT2002-3 Karrier E6-Clough-B.T.H. Roe H32/28R
19-22 DT2165-8 " " " " " "
23 DT2633 " " " " " "

withdrawn 1938 18 1939 17,19,21,23 1943 20 1945 22
notes 21 was loaned to the B.B.C. in 1930 for radio interference tests.
22 was sent to Johannesburg as a demonstrator in January 1930 and to York Corporation in December 1930.
chassis No 54013/4/5/6/7/8/20

New 1931
24-30 DT3153-9 Karrier E6-Clough-B.T.H. Roe H32/28R

withdrawn 1938 30 1939 25-28 1945 24,29
chassis No 54021/2/4-8

New 1932 acquired
31 DT2620 Bristol E-B.T.H. Beadle H31/28R

withdrawn 1945 31
notes 31 was an ex Bristol Tramways demonstrator.It was originally built as C-type motorbus chassis C102 and was exhibited as such at the 1929 Commercial Motor Show.It was rebuilt as a trolleybus in 1930 and began to operate as a demonstrator with Doncaster Corporation in August 1930,being purchased in February 1932.
chassis No E101

New 1934
32 DT4718 Karrier E6-B.T.H. Roe H32/28R

withdrawn 1952 332
notes The chromium-plated chassis of this vehicle was exhibited at the 1933 Commercial Motor Show.As with all trolleys in 1947 300 was added to the fleet number
chassis No 54049

New 1935
33 -36 DT5772-5 Karrier E6-M.V. Roe H32/28R

withdrawn 1952 333,334,336 1953 335

notes renumbered to 333-336 in 1947
chassis No 54109-12

New 1936
37-42 DT6539-44 Karrier E6-M.V. Roe H32/28R

withdrawn 1952 337 1953 338 1954 339-342
notes 37 was exhibited at the 1935 Commercial Motor Show. Renumbered 337-342 in 1947.
chassis No 54127-32

New 1938
43-48 ADT181-6 Karrier (Sunbeam) E6-M.V. Roe H32/28R

withdrawn 1955 343-348
notes renumbered 343-348 in 1947.
chassis No 31107-12

New 1939
49-64 BDT114-29 Karrier E6-M.V. Roe H32/28R
65-68 BDT131-4 Karrier E6-M.V. Roe H32/28R

withdrawn 1954 349-352 1955 353-360 1956361/2/3/5 1957 364,366-368
notes Renumbered 349-368 in 1947. 362 was loaned to Rotherham Corporation in 1955 for clearance tests prior to the introduction of double-deck trolleybuses.
chassis No 54143-54162

New 1943
69-71 CDT312-4 Karrier W-M.V. P.R. H30/26R

withdrawn 1962 370,371 (after accident) 1963 369
notes Renumbered 369-371 in 1947. New Roe H34/28R bodies were fitted to 369/71 in 1955 and to 370 in 1958.
chassis No 50032/3/1

New 1945
72-74 CDT624-6 Karrier W-M.V. Brush H30/26R
75-77 CDT636-8 Karrier W-M.V. P.R. H30/26R

withdrawn 1963 372-377
notes Renumbered 372-377 in 1947. New Roe H34/28R bodies were fitted to 373 in 1954 and to the remainder in 1955. 375 was the last service trolley and is now preserved by the Doncaster Omnibus and Light Railway Society.
chassis No 50134-6, 50182-4

New 1952 acquired

378-383	LHN780-5	B.U.T.	9611T-E.E.	East Lancs H30/26R

withdrawn 1959 378-383

notes These vehicles were ex Darlington Corporation and were new in 1949.Sold to Bradford Corp.

chassis No 9611T 021-6

New 1954 acquired

384	BHJ827	Sunbeam W-B.T.H.		Brush H30/26R
385-6	BHJ828-9	Sunbeam W-B.T.H.		P.R. H30/26R
387-392	BHJ898-03	Sunbeam W-B.T.H.		P.R. H30/26R

withdrawn 1961 384/6 1962 385,387-392

notes 384-6 were new in 1945 and 387-92 were new in 1946 and were ex Southend Corporation 130-8.New Roe H34/28R bodies were fitted between 1957and9.

chassis No 50195/3/4, 50230-5

New 1955 acquired

393-395	EWT478-80	Sunbeam W-M.V.	Roe H34/28R
396-398	EWT513-5	Sunbeam W-M.V.	Roe H34/28R

withdrawn 1962 395-398 1963 393,394

notes The chassis of 393-8 were new in 1943.These vehicles were purchased with their Brush B32C bodies from Mexborough & Swinton,Nos. 1-6.They were rebodied by Roe before entering service with Doncaster Corporation.

chassis No 50015/7/6/8/9/20

New 1957 acquired

351,352	ENY983,4	Karrier W-E.E.		Roe H34/28R

withdrawn 1962 351,352

notes The chassis of these vehicles were new in 1944. Both vehicles were purchased from Pontypridd U.D.C.Nos. 10/1.They were both rebodied by Roe before entering service with Doncaster Corp.

chassis No 50085/6

New 1958 acquired

353/4	FWX898/902	Sunbeam W-M.V.		Roe H34/28R

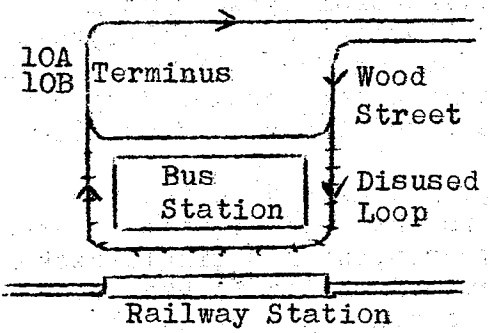
withdrawn 1963 353,354

notes The chassis of these vehicles were new in 1947. Both vehicles were purchased,chassis only,from Mexborough & Swinton,Nos 14/8.They were rebodied by Roe before entering Corporation service.

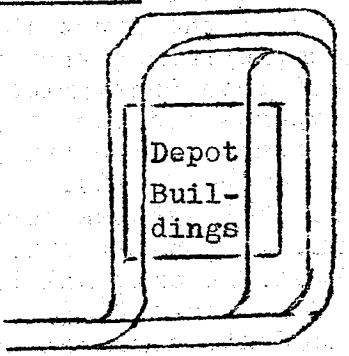
TROLLEYBUSES OF THE SOUTH by H.Woolford

Part 4 Cardiff

Section A A Day In Cardiff



CITY TERMINUS OF 10A/10B



ROATH DEPOT

After leaving the train,I was first greeted by the bus station with its green Newport C.T. exposed radiator Titans, maroon Corporation buses,Rhondda and Trent red Atlanteans, Fleetlines and single-deck coaches.Also there was the disused trolleybus loop running around the perimeter.

I went along to the trolleybus stops,and picked up 281 to Green Farm Road.The rear upper-deck windows were covered with a sort of rust-coloured grime.One or two fittings were loose,but apart from being rather dirty it was in good condition.The conductor was the oldest in business and soon found that he had an enthusiast on board.We talked about the latest developments in Cardiff and he gave me a free ride back.I then picked up an Atlantean to Roath Road.5 trolleybuses were withdrawn and one other had had its staircase knocked in,and was parked in the depot.The rear section was filled with old overhead fittings.

I then photographed some buses at the station and some more trolleybuses at the bus stops before leaving.

I hope to lend the negatives to the S.O.E.S. when 24 other transport films are developed!

Trolleybuses in Cardiff

218,228,249,250,251,255,258,274,276,277,281,282,284,286,287.

251,258 & 274 are awaiting collection by scrap-merchants.
250 has had its staircase knocked in.

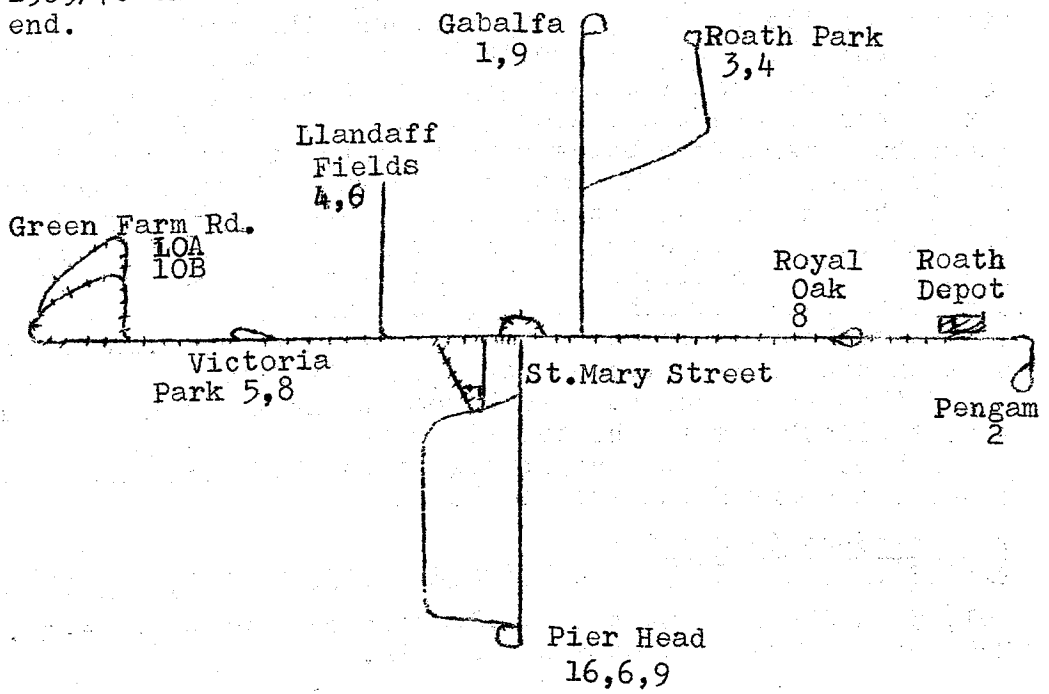
NO

Section B Details

Cardiff started operating trolleybuses in 1942,making it the last-but-one city to start.There was a delay in the delivery of the first 10 buses.The trolleybus system expanded,replacing tram routes.Single-decker trolleybuses obtained from Pontypridd were used on route 16.The original trolleybuses and the single-deckers were replaced by new trolleybuses (A low bridge prevented the use of double-deckers on route 16).

The trolleybuses were largely confined to the tram termini.The longest extension is the 10A/B routes to Green Farm Road.The original trolleybuses,the new single-deckers and a few others (243 never had a front exit) had dual entrance/exit arrangement with a flat fare of 1d.The conductor made sure that passengers paid up.Occassionally a 2/- piece was dropped in by mistake as well as the cheat who only dropped in a halfpenny.However,this was ended when the fare was increased to 1½d.

In 1961 abandonment was announced,meaning that around 1969/70 the last Welsh trolleybus system would come to an end.



Trolleybus Fleetlist

no.series	chassis	body
201-210	A.E.C. 3 axle	Northern Counties H70R
211-230	B.U.T. 9614T	East Lancs H38/29R
231-237	E.E.	E.E. B32F
238-242	B.U.T. 9614T	East Lancs B40R
243	B.U.T. 9614T	East Lancs B40R
245-247/9/50	B.U.T. 9614T	East Lancs H38/29R
248/51-74	B.U.T. 9614T	Bruce on East Lancs frames
275-287	B.U.T. 9614T	East Lancs H40/32R

notes 231-237 were ex Pontypridd.
238-242 were ex Pontypridd
201-237 were originally fitted with dual entrance bodywork.

EARLY BRITISH RAILLESS SYSTEMS

by.H.Brearley RAMSBOTTOM 1913 - 1930

What can you write about such a system as this small, more or less experiment.Ramsbottom wanted to be in the fashion - they could not afford trams being out of the way with no prospects of extension.I have no records of a manager before 1915 when a Mr.J.Wild was appointed 1915-20. But nevertheless they had a go with the Schiemann system of under running trolleys with buses by the RET Co.Ramsbottom planned to build a tramway,and after deliberating for 13 years early in 1913 the Railless Traction Co. persuaded the council to run railless.Little is known about the vehicles beyond that the strength of the fleet was about 7 single-deck buses which were rear entrance and chain driven.From photographic evidence I should say 2 motors,hand control of tram type.The cabs,although they had a windscreen were open at the sides - at least in the first batch.They were of a slightly better appearance than the Bradford buses and had a more improved trolley base,which,from experience I would say was one of Mr.Munroes(Chief Engineer to RET Co.)patents of 1912.The power for running this system was taken from the Rawtenstall Electric Tramways.

The routes operated were as follows:

1. Commencing at Holcombe Brook Railway Station (Holcombe Brook Station was operated by the Lancashire and Yorkshire Railway Co.) and passing along Bolton Road West,Bolton Street Market Place ,Ramsbottom Lane,Stubbins Lane,Bolton Road North,Bury Road,Market Street and terminating in that

street.Length 3.37 miles.

2. Commencing at the Market Place,by a junction with route 1,passing along Bridge Street and terminating at the Railway Station at Ramsbottom.Length .16 mile.

The service was started on August 14th.1913.The vehicle being supplied by the Railless Electric Construction Co. of Hunslet Leeds and chain driven.They were replaced by buses with a worm drive axle type.At its peak they had 7 trolleybuses.

The railless cars began to be taken over by motor buses about 1926 and finally closed down December 31st.1930, and that was the end of another pioneer in trackless electric trolleybuses.What details known of the fleet is below:

			Bodies /1913
1-3	Railless TJ	English Electric Co.	Lockwood and Clarkson
4-5	TB 8572-3	Railless E E Co.	Lockwood and Clarkson 1922
6-7	TD 417-8	Railless E E Co.	Lockwood and Clarkson 1925

To the best of my knowledge,one of the 1922 vehicles was on trial in Dover in June 1922.

RHONDDA - Dec.1914 to March 1915

What can one say about a system that was started and finished before the newness was worn off the tyres.Before the advent of transport the Rhondda Valley was wild - the population of each township locked in its own community.The Taff Vale Railway did something towards opening it up. Towards 1900 horse trams operated,but a disease killed off the horses.In 1902 the Rhondda District Council obtained powers to construct tramways,and the Council leased the tramways to a company which started to operate trams in 1908.The trams were an instant success.In 1912 the company was asked to operate motor buses to newly opened pits.Due to this request the officials of the company visited Rotherham,and were much impressed by the Railless system in operation there.They were so impressed that they decided to open a railless service to these new pits,and on December 22nd.1914 the route from Williamstown to Gilgach via Tonyrefail was opened with 6 railless trolleybuses built by the Daimler Company.The overhead was built by the National Electric Construction Co.The Rhondda trolleybuses (for those who may not have seen a photo of

Continued on page h

observations.

2.3.69 (SUN)

936 - 69

3151 - 67

28.2.69

821 - 469

1331 - 67 replaced 883 for last journey.